

of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, DC, on July 29, 1997.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: 27188.

Petitioner: Knighthawk Air Express Ltd.

Sections of the FAR Affected: 14 CFR 61.77(a).

Description of Relief Sought/

Disposition: To permit Knighthawk pilots to be issued special purpose pilot certificates to perform pilot duties on a civil airplane of U.S. registry, a Falcon 20D, Registration No. N950RA, without that airplane meeting the passenger seating configuration and payload capacity requirements of 14 CFR 61.77(a).

Grant, July 17, 1997, Exemption No. 6660

Docket No.: 28079.

Petitioner: General Electric Aircraft Engines.

Sections of the FAR Affected: 14 CFR 21.325(b)(1).

Description of Relief Sought/

Disposition: To permit General Electric Aircraft Engines (GEAE) to obtain export airworthiness approvals for Class I products manufactured under GEAE Production Certificate No. 107 at the Universal Maintenance Center of P.T. Industri Pesawat Terbang Nurtanio in Bandung, Indonesia.

Grant, July 17, 1997, Exemption No. 6139A

Docket No.: 28760.

Petitioner: Douglas Aircraft Company/McDonnell Douglas Corporation.

Section of the FAR Affected: 14 CFR 25.785(d), 25.807(c)(1), 25.857(e), 25.1447(c)(1).

Description of Relief Sought/

Disposition: To allow for the accommodation of up to two supernumeraries immediately aft of the cockpit, and a crew rest facility immediately aft of the smoke barrier and crash net, on MD-11 freighter aircraft equipped with a Class E cargo compartment.

Grant, July 14, 1997, Exemption No. 6656

Docket No.: 22706.

Petitioner: Bankair, Inc.

Sections of the FAR Affected: 14 CFR 135.225(e)(1).

Description of Relief Sought/ Disposition: To allow Bankair's pilots to operate Bankair's aircraft at any U.S. military base that has adopted the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS) used for determining lower-than-standard departure minimums using takeoff visibility minimums that are less than 1 mile and equal to or greater than the landing visibility minimums established for those airfields.

Grants, July 22, 1997, Exemption No. 6661

Docket No.: 21605.

Petitioner: Alaska Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.574(a) (1) and (3).

Description of Relief Sought/

Disposition: To permit the carriage and operation of oxygen storage and dispensing equipment for medical use by patients requiring emergency or continuing medical attention while being carried as passengers where the oxygen equipment is furnished and maintained by hospitals treating the patients, within the states of Alaska or Washington, subject to certain conditions and limitations.

Grant, July 21, 1997, Exemption No. 3850F

Docket No.: 27230.

Petitioner: Era Aviation, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To allow Era to operate certain helicopters under the provisions of part 135 without TSO-C112 (Mode S) transponders.

Grant, July 24, 1997, Exemption No. 5718B

[FR Doc. 97-20566 Filed 8-4-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Research, Engineering and Development (R,E&D) Advisory Committee

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the FAA Research, Engineering and Development Advisory Committee. The meeting will be held on September 9-10, 1997 at the Holiday Inn Rosslyn Westpark Hotel, 1900 North Fort Myer Drive, Arlington, Virginia.

On Tuesday, September 9, 1997 the meeting will begin at 9:00 a.m. and end

at 5:00 p.m. On Wednesday, September 10, 1997 the meeting will begin at 8:30 a.m. and end at 3:00 p.m. The meeting will consist of presentations on the FY 2005 Operational Concept, the NAS Architecture Version 3.0, the Flight 2000 Plan and FAA responses to committee recommendations.

Attendance is open to the interested public but limited to space available. Persons wishing to attend the meeting or obtain information should contact Lee Olson at the Federal Aviation Administration, AAR-200, 800 Independence Avenue, SW, Washington, DC 20591 (202) 267-7358.

Members of the public may present a written statement to the Committee at any time.

Issued in Washington, DC on July 29, 1997.

Jan Brecht-Clark,

Acting Director, Office of Aviation Research.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petitions for Waivers of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received requests for waivers of compliance with certain requirements of its safety standards. The individual petitions are described below, including the parties seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioners' arguments in favor of relief.

National Railroad Passenger Corporation (Waiver Petition Docket Number PB-94-3)

The National Railroad Passenger Corporation (Amtrak) seeks a waiver of compliance from certain sections of the Railroad Power Brakes and Drawbars regulations, 49 CFR part 232. In 1995, FRA granted a waiver (Waiver Petition Docket Number PB-94-3) to Amtrak to extend the frequency for the cleaning, oiling, testing, and stenciling (COT&S) of passenger cars equipped with 26-C brake equipment from the required 36 months to 48 months. Amtrak requests that commuter rail passenger cars owned by the following commuter agencies, but operated and maintained by Amtrak under individual contract agreements, be under the maintenance conditions set forth in Waiver Docket Number PB-94-3:

Connecticut Department of Transportation—31 coaches